

TRAINING

8390

(Revised September 2001)

See [4000 Training Handbook](#).

JOINT AGENCY OPERATIONS

8390.1

(Revised September 2001)

CDF air attack personnel who are routinely involved in joint agency operations shall conduct and/or participate in interagency training to provide standardization of operations. This training should be geared toward operations under the ICS.

USE OF AIRCRAFT IN TRAINING

8390.2

(Revised September 2001)

The flying of aircraft may be required for training. The risks of flying aircraft under simulated incident or emergency conditions shall be evaluated prior to use and training plans such as scheduling, flight routes, and inspections, made to eliminate risks.

AIR TACTICAL GROUP SUPERVISORS

Must be assigned to an air attack base and perform the duties as an air tactical group supervisor or be qualified to and regularly perform relief duties as an air tactical group supervisor.

Training will include:

- A maximum of three hours of flight training in unusual altitudes, slow flight, stalls and approaches to landings. NO “touch and go” landings are authorized.
- Classroom training sufficient to prepare for the flight training plus radio procedures, weather, aircraft systems, and air traffic clearance/control and airport operations.
- Training conducted by current, FAA-approved flight instructors incidental to normal operations and involving no additional cost is encouraged.

The efficacy of flight training is dependant on recurrent training. It is highly encouraged that ongoing proficiency training shall be conducted.

HELITACK CAPTAINS:

Must be currently serving on a helitack crew as a captain.

Training will be in accordance with the following:

- Training will be incidental to operational flights.
- Flights will not be made solely for the purpose of conducting flight training for the captain.
- There shall be no passengers on board.
- The aircraft will not be involved in external load operations.
- Flight training maneuvers will only consist of cruise flight (straight and level) and approach to landing. Hovering, takeoffs, and traffic pattern work, will be held to an absolute minimum with no prolonged hovering.
- No additional flight time will be incurred over that which would normally be incurred for an operational mission over the same route.

The efficacy of flight training is dependant on recurrent training. It is highly encouraged that ongoing proficiency training shall be conducted.

[\(see next section\)](#)

[\(see HB Table of Contents\)](#)

[\(see Forms](#) or [Forms Samples\)](#)